Leakage of question papers in Delhi University Exams

9l. SHRI RAMA SHANKER KAUSHIK: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government have lifted its control over the Delhi University, despite its being under the Centre;

(b) if so, the details thereof, if not, the reasons behind frequent leakage of question papers of several subjects just before commencement of graduation and post-graduation examinations; and

(c) whether Government have conducted any inquiry in this regard, fixed responsibility therefor and have taken action thereupon; if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (DR. MURLI MANOHAR JOSHI): (a) to (c) The University of Delhi is a statutory autonomous organization established and incorporated by an Act of Parliament. According to the information furnished by the University, there has been no leakage of question papers during the Annual Examinations, 2001. The newspaper reports in this behalf have been looked into by the University authorities and found to be baseless.

Persons killed in Mangalore-Chennai mail accident

* 92. SHRI AMAR SINGH:
SHRI K. RAHMAN KHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of persons killed/injured as a result of derailment of bogies of 6602 Mangalorc-Chennai Mail in June, 2001, and the details of compensation given to next of the kin of the deceased;

(b) what are the reasons for derailment;

(c) whether the derailment was caused because of collapse of an old bridge; if so, the details thereof;

(d) the number of rail bridges in Southern Railway which are more than 100 years old; and

† Original notice of the question was received in Hindi.

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(e) what is the mechanism evolved for periodical inspection, evaluation and maintenance of their serviceability and effective implementation thereof?

THE MINISTER OF RAILWAYS (SHRI NITISH KUM AR):(a) to (c) On 22.6.2001 while 6602 Mangalore-Madras Mail was passing through Kadalundi station, 10 coaches derailed on the Kadalundi Bridge out of which five fell into the river, while some coaches were partially in water two were fully submerged in the river. The accident occured in Palghat Division of Southern Railway. 52 passengers lost their lives and 314 received injuries as a result of this accident.

Compensation claims for train accidents arc decided by Railway Claims Tribunal. No claim has been filed so far. Compensation shall be paid soon after the claim cases are decreed by the Railway Claims Tribunal, Ernakulam which has jurisdiction over the place of accident. However, *ex-gratia* announced by Minister for Railways amounting to Rs. 92.47 lakhs has been paid to next of kin of deceased and injured passengers so far.

Chief Commissioner of Railway Safety, who functions under the control of Ministry of Civil Aviation, has taken up statutory inquiry into this accident. His Final Report into the cause of the accident is awaited.

(d) There arc 8713 rail bridges in Southern Railway which arc more than 100 years old, 586 of these are major bridges.

(e) There is an elaborate system of inspection and maintenance of bridges. These inspections are (a) Routine inspections (b) Special inspections carried out at various levels. The bridges arc thoroughly inspected by Assistant Engineers after the monsoon every year and details observations are recorded in Bridge Inspection Registers. Instructions arc given for carrying out repairs of defects noticed during these inspections. Bridge Registers are sent for scrutiny and directions of Divisional Engineers and further to Chief Engineers. Based on observations in the registers, bridges requiring inspection at higher level are again inspected by Divisional Engineers and the Chief Engineers and the remedial actions are taken where required.

For major bridges, the steel work and bearings arc inspected by the Assistant Bridge Engineers. These inspections arc recorded in the registers for inspection for steel works and bridges and Rivet Testing Register etc. The registers are then forwarded to the Deputy Chief Engineer (Bridges) and the Chief Bridge Engineers for their scrutiny and Directions. Urgent repairs are immediately carried out and planning done for major works of strengthening/rehabilitation & reconstruction, duly imposing suitable restrictions, as required.